1. "I have the honour to inform that Shri T. A. Mohammed Saqhy, M. P. was arrested on 30.4.95 at 2300 Hrs. at Vellore, vide in Vellore South and OPS Cr. No. 417/95 U/S 143, 188, 120(B) IPC R/W 7(1) (A) CLA Act and he is being sent for remand."

(2) Shri T. A. Mohammed Saqhy, MP, has this day, i.e., 1.5.1995, been admitted in prison at 13.10 Hrs, and remanded till 5-5-1995 by the Chief Judicial Magistrate, Vellore in Vellore South Police Station Criminal No. 417/95 under section 143, 108, 120B IPC R/W 7(1) CLA Act.

This is for information.

THE BUDGET (RAILWAYS) 1995-96, AND THE RESOLUTION APPROVING CERTAIN RECOMMENDATIONS CONTAINED IN THE NINTH REPORT OF THE RAILWAY CONVENTION COMMITTEE-1991—Contd.

SHRI TRILOKI NATH CHATURVEDI (Uttar Pradesh): Mr. Vice-Chairman, Sir, I rise to initiate the discussion on the Railway Budget and the Resolution that has just been moved by the hon. Minister. I think, the Resolution is a very selective one and I wish that the comprehensive response from the Government should have been forthcoming after the submission of the Report of the 9th Railway Convention Committee. However, Sir, I would like to congratulate the Minister at this stage for the simple reason as a proverb goes that "A cat has nine lives." So far as our Railway Minister is concerned, I think, he is not only politically astute, but also has a lot of enduring survival value. This is the fifth consecutive and successive Railway Budget that he is submitting and I certainly would like to congratulate him for this.

DR. BIPLAB DASGUPTA: He is a big cat!

SHRI TRILOKI NATH CHATURVEDI: He is also responsive to what the House says and requests him. Sir, before I proceed further, I will like to know in some detail about a proposal which he mentioned last year, that it was his desire to extend labour participation and interaction with labour at various levels particularly in the Railway Board and at regional levels. This time, he has used the word 'transparency' which is a very common word these days, but I do want to know from him the real character and nature of this 'interaction' and the impact that it has made.

Sir, I will further like to mention —I do not call this as a populist Budget or that kind of a thing-though despite the fact that there has been, as the Finance Minister says, a 5 per cent macro-economic growth last year and also about 8 per cent industrial growth, obviously, there has been a slow growth, the Minister himself admits, in the passenger traffic and the rail freight. Not only that; the competition from roads which is an age-old problem has also been eating into the revenues of the Railways. I had the honour to submit the PAC report recently to this House. The approach that he has adopted so far as the fares are concerned, I think, does make a good election politics which is very natural and it also makes a good commercial sense in prevailing circumstances.

Before I go to the Budget and a few other things, there are some suggestions I would like to make to the hon. Minister. The first one is a very ordinary one, but I think nonetheless important. As the Finance Minister meets every year the financial journalists and experts, it may be worthwhile for the Railway

Minister also to consider whether it will be useful for his Ministry if he also holds annual meetings before formulating the Railway Budget with the transport economists, financial experts and financial journalists, etc. Sir, before I go to some of the requests, some of the difficulties and some of the demands of the people of various regions of this country, I would like to make another suggestion to the hon. Minister. It will be worthwhile for him to have an annual meeting with the Chief Ministers of the States and also the industrial and commercial associations, etc. along with the Members of Parliament hailing from various States, so that he can also know the genuine needs of the people of various regions. Then, it is for him to respond to which ever he likes. This might rationalise the system and also help later on to satisfy the people in this respect.

I myself have a few suggestions to make and I must express my thanks to the Minister because something has been done in this regard. Sir, I come from the District of Farrukhabad or Fathegarh which is a very well-known place. It has an Army Centre and there are a number of other reasons why it should be taken care of. I do not want to go into the details of it but it is completely isolated. I would request that from Mathura via Fatehgarh, via Kannauj to Kanpur, there is some proposal relating to conversion of the broad gauge. Not only the entire track should be converted into broad gauge but there should be a fast train to run on this particular track so that the people of the area can go with case to judicial centre as Allahabad or to the State headquarters. Sir, I would like to mention that we have the Prayagraj Express and I want that its maintenance should be improved. Now it is inadequate for growing traffic. Anybody who travels by this train will realise this. I suggest to the Minister that he may consider whether it is possible to have another Shatabdi Express to Allahabad or even further down to Banaras or Gorakhapur. Sir, the third thing is that long back the railway system of the Dhanushkodi got dismantled during the cyclone. This has not been restored so far. This demand has been made repeatedly in this House. I think the hon. Minister will respond to this. I need not mention the importanne of the place and strategic or historical sigificance. Sir, I would also like to bring to the notice of the hon. Minister that Uttar Pradesh, Madhya Pradesh, Bihar, Himachal Pradesh and the North-Eastern Region are very neglected areas so far as exploration and opening of railway lines are concerned. Let us taken Madhya Pradesh. There are two lines which you have sanctioned but there somehow or the other the work there remains suspended. One of them is Delhi-Jagdalpur railway line and the second one is Singrouli-Bhagetpur. Now, firstly, this area is a tribal area Singrouli to Lalitpur is a tribal area and secondly, this area contains a lot of precious minerals and mines. So, from both the angles, it is worthwhile. I would like to mention for the kind notice of the hon. Minister the need for an early conversion of the Gondia Jabalpur track which has been sanctioned but somehow or the other, it is pending. Similarly, the Neemuch—Ratlamline also needs to be corrected. Sir, I mentiond about the North-Eastern Region, I mentioned about Himachal Pradesh, I think all these tracks need to be mentioned so that none of these areas should have any sense of neglect. Sir, I would like to mention without going into the details of it, that the hon. Minister has received representations from Bikaner and this is about the Express Train from

Bikaner to Howrah. I have also received copies of those letters from very respectable citizens and also associations. This is about the lines from Jaipur to Madras and Kota to Sealdah and Kota to Bikaner. I do not want to give the details because the letters are already with the hon. Minister. Sir, there is also the request that the inter-city service connecting Kota-Indore-Nizamuddin should be extended to Amritsar. I think this will be rather healthy from the view point of the public and for national integration. These are some select things because it is not possible to go into all the details But as I said, this regional angle of development in regard to connecting these areas should merit the attention of the hon. Minister. Sir, I would also like to mention aonther point. Yesterday, there was a discussion about the withdrawal of concessions or sportsmen. Without going into the details of them I shall repeat and reiterate the request that those concessions might be restored. Similarly, the Government gives to the journalists facilities like newsprint ink, import of typewriters, computers. etc. etc. I think it is also worthwhile that they should be extended railway concessions for Second A. C. Class and A.C. First Class. It may be a fifty per cent concessions to journalists on the lines of sportsmen. Given the sportsman spirit with which the Minister works, I think it will be possible for him to do so. Mr. Vice Chairman, Sir, I want to bring to the notice of the hon. Minister another aspect which may sound very small but which is of great cultural importance. This is about the freight on books and priority to book parcels. If you want the villagers and people all over the country to purchase books for reading, you can make this small contribution. You know how much the books cost already. So you may contribute to the cause by ensuring that they have the necessary priority and also the necessary concessions so that millions are in a position to read books.

Sir, another general suggestion that I want to bring to your notice is about safety. I do not want to go into the decline or the rise of the curve of accidents or incidents of whatever it may be. I would appreciate the efforts that have been made in recent years to improve the state of affairs. But my suggestion to the hon. Minister is that the system of checks that he has devised is an internal one. He has a system but it belongs to the same organisation and there is a natural tendency sometimes to defend, to explain away or to rationalise. It may be worthwhile if the Chairman is from outside, if somebody from outside is associated or if there is some kind of outside agency involved in this. A moment back I had referred to books. I also want to add a word of praise to the Minister and to my esteemed colleague, Shri Shankar Dayal Singh, for the good, substantial purchases they have made and the arrangement of a variety of books at railway stations. I think it is a very healthy thing and I must commend this effort of Shri Shankar Dayal Singh and also of the hon. Minister. This process should continue to be extended and expanded and whatever little further can be done ought to be done so far as raillways are concerned.

With due respect and with humility I would suggest another small thing. There has been a plethora of committees appointed by the Minister himself. I do not want to name all of them. But one of the last is on re-organisation, etc.—the Tandon Committee. It is a very important one. And before that were the Freight Committee etc. Then we

have the Raliway Convention Committee, the PAC, the Estimates Committee and so on. Now the Standing Committee is also there. Seven or eight reports have come. Then, there is the Standing Committee on Railways. Seven or eight reports have come. I would like to suggest here that instead of pooh-poohing recommendations of these reports, it would be worthwhile if the Railway Board pays attention to these reports, if it gives a serious thought to the recommendations made in these reports I am saying this because I came across this sentence in one of the reports: "This would be looked into when better times come" I do not know when the better times would come, either for the reports or for the people. I hope the hon. Minister would appreciate the spirit in which I have made this suggestion.

Mr. Vice-Chairman. Sir, the Railway Minister is certainly right in arguing that the suburban fares are highly subsidised. But I would like to point out to him that this is the case the world over, so far as the public transport is concerned. Really, there are compensating economic and environmental advantages and, therefore, the case for investing in, and subsidising, the public transport system, taxing, at the same time, the private vehicles. If you want to have an egalitarian society, you should consider this suggestion. The suggestion has come that it is the public transport system which should be subsidised, and so far as the private transport system is concerned it can bear a slightly heavier burden.

Then, I am not able to understand one particular thing. This is about the importance which the Minister has given to gauge conversion. Of course since this is the prevailing kind of an opinion, I myself had given a suggestion for my area. But there is the overall question of prioritisation. I am not able to fully understand this aspect of gauge conversion and the import of locomotives, instead of improving the existing services. I think this requires a little bit of clarification on the part of the hon. Minister. I say this because there are two areas which are controversial. One is the electrification and the other is the gauge conversion, as I said. With the escalation in cost, especially in the case of power tariff, a fresh exercise on the economic break-even level in regard to electrification has to be undertaken. I think this has to be looked into. I must also say here that a review of the on-going electrification of low-density lines has to be carried out.

So far as gauge conversion is concerned, I think—I am not personally aware of it, but I have read at some place—no economic or financial cost-benefit analysis has been done for any of these projects. I do not know what is the factual position. I would be happy if it is completely denied. I would be happy if it is not correct. On the other hand, if the information that I have is factually correct the hon. Minister must take necessary action.

Sir, last year, the hon. Minister spoke about an action plan for reducing the working expenses. He says that it has had an impact. The full details I do not want to refer to. He thinks that there is no further action to be taken, so far as the recommendations of the Standing Committee on Railways are concerned. But one particular point, which was pointed out, still remains. As compared with the Chinese national system, which employs far more people, ours is much more costlier and much more expensive, so far as the wage

bill is concerned. I think this aspect needs to be looked into.

The Minister has also, very rightly, taken credit that by the end of 1995, the Calcutta Metro Railway would be completed. He needs some commendation for it. At the same time, the Minister has also to keep in view that for all the public enterprises, there has to be a time-frame. One cannot forget when the Calcutta Metro scheme started, and I think this kind of an opproach should not apply so far as the other railway projects are concerned. Time constiousness and the value of time must be kept in mind because otherwise it leads to cost escalation.

The Railway Minister has, unfortunately, offered very little in terms of, what we call, additional amenities and facilities and, what we call sometimes, comforts also. Very recently there was even a report of the Standing Committee on this subject. Sir, every Minister, and the hon. Minister himself, for the last five years has been promising many of these including clean drinking water. But what Mr. Aas Mohammed said yesterday, I think, will have to make us think so far as this particular aspect is concerned. The Minister has, of course, given many of us an additional bonus so far as mineral water is concerned, which is highly welcome. But this only perpetuates the dual economy. What is necessary is clean drinking water for everybody in every class and at all the railway stations, and I am sure the Minister would certainly like to take credit for this.

The hon. Minister has also announced a 50 per cent concession to those going for interviews. I thing this is a mere eyewash, because many offices where people go for interviews pay both sides' fare, etc. Anyway, this is worth while, but the Minister may consider liberalizing a little bit the facilities which are being given to the academics and intellectuals for attending annual conferences in different parts of the country. He may like to take a look at it—I do not want to go into the details.

But one thing which has been agitating this House very much for years together is that the hon. Minister has not bestowed the requisite attention to wagon-making and the movement of wagons. This has led to a lot of dissatisfaction in many parts of the country, and that is why the argument about the resources crunch cannot be trotted out as a perpetual excuse and, I think, replenishment of the rolling stock, track renewal and also providing employment to the people also are very important factors which must receive the necessary attention. When the resources crunch has been mentioned by the hon. Minister, it passes my comprehension how the hon. Minister has proposed a Catering Corporation under the charge of the Ministry at a time when we are trying to pass off such peripheral services to the private sector and others who can better manage it.

Sir, I would also like to go, very briefly, into some of the aspects of the budget because one does get, at times, disappointed and legitimately concerned about some aspects amidst the mystique of statistical jugglery and figures. For example, I mention before this august House that first and foremost is the shortfall in the actual performance, compared to the budget, year after year. Three million may seem to be a very small figure, but I think this has its own implications. This is about the years 1993-94 and 1994-95, and this is related to the question of budgetary techniques.

Sir, the other thing which I am going to mention, I think, has a much

greater relevance. The operating ratios are very important indicators of the efficiency of performance of the railways or, for that matter, of any other public enterprise. According to the hon. Railway Minister the operating ratio had come down to 83 per cent in 1993-94 compared to 92 per cent in 1990-91. However, in 1994-95, it has gone up to 84 per cent. This, I think, is a bit disturbing. What is even more disconcerting is that in 1995-96, this ratio is budgeted to go up even higher, that is, 86.2 per cent. This shows that, according to the Railway Minister's own admission, within just two years, the operating ratio is deteriorating by more than 3 per cent, about which, naturally, the House will be concerned

Sir, a good and adequate number of wagons are very important for better and long freight movement. However as I mentioned earlier also, for some curious reasons, the Railway Ministry has reduced the number of wagons to be procured in the current year from 18,000 to just 12,000, a drastic reduction of 33 per cent. This affects many enterprises in the country. May be, it is the Minister's inability to raise resources which he has tried to camouflage by calling it "need-based review of the requirement." I think, this really needs attention.

Mr. Vice-Chairman, Sir, apart from the lower than targeted movement of goods traffic, the speech of the Minister and the budgetary documents show that there has also been a drop in its lead. This means that the Railways are losing the long-haul traffic, not only the short-distance traffic to other modes of transport, particularly trucks, etc. This should be a matter of very serius worry so far as the Railways are concerned. Even the recent report of the PAC on marketing in Railways makes a mention of it, and it needs attention.

Sir, like the operations, the Railways' financial performance also needs to be looked into. Every year, the revenues of the Railways turn to be lower than those shown in the budget. I am sorry to say that a specious argument is given to explain the shortfall. However, this denotes two things, with which really I am concerned. First, the fiscal performance—this includes the efficiency of the operations—turns out to be lower and poorer in reality than that shown in the document. Secondly, the techniques of budgeting are faulty. Otherwise, how can the revised estimates framed as late as in February or even in March, as in this year, turn out to be so much wide of the mark than the actuals?

Let us take the financial results of 1993-94. The earnings of the Railways which were budgeted at Rs. 19,086 crores, were reduced to Rs. 18,505 crores in the revised estimates, but the actual earning were even lower than the revised estimates by about Rs. 250 crores. This shows the lackadaisical approach so far as budgeting is concerned. Similarly, in the current year also, the gross traffic receipts are now going to be Rs. 490 crores lower than the budget estimates.

Sir, the poor financial performance is reflected in lower contribution to the Depreciation Reserve Fund and in lowering of the Plan outlay. That is why the Planning Commission also resists the request of the Ministry. This has been happening year after year. It is, however, to be remembered that reduction in the contribution to the Depreciation Reserve Fund reduces the resources available for repairs and for maintenance of various assets of the Railways. This

in turn seriously affects the safety as well as the efficiency of the working of the Railways.

Infrastructure is going to be a major bottleneck in the coming years, if the economy has to grow fast, and, that is why, the policies of the Railways must generate a surplus which can be ploughed back. I have mentioned about the various committees that have been set up. Their recommendations have yet to be taken into account operationally so far as the Railway Ministry is concerned. The Railway Ministry seems to have made some heroic assumptions about the increased traffic and freight. From what I have mentioned earlier, this probably may not materialise. The contribution of dividend to the General Budget was mentioned just now by the hon. Minister. But the last year's nominal figure of Rs. 75,000 crores has been repeated. Even this is predicated on an unrealistic target for market borrowing. You know how market borrowing is difficult these days. Here I would also like to caution the hon. Minister with a sense of humility, as I have been a Member of the JPC, that the Railway Ministry must look into the working of the Indian Railway Finance Corporation, because it also had some contribution to make to the Scam. Such things should not happen.

Before I conclude, I will just like to mention that the present means and methods which are being considered by the Railways are no answer to the long-term requirements of the Railways. These have to be taken into account when we talk of the 20th century.

A number of suggestions have been made so far as the short-term is concerned, such as rationalisation of the capital at charge base better marketing techniques, "Build, Own, Operate and Transfer (BOOT), privatisation of ancillary peripheral areas. Even market borrowing and leasing is in a limited way etc. These do not address themselves to a long-term solution.

I will make a few suggestions for the consideration of the hon. Minister, if he really wants this matter to be looked into in the wider perspective. In the first place, the Indian Railways' monolith may have to be converted into a market sensitive entity with a profit motivation at the field and operation level. I am not going into the World Bank Report, because a lot of discussion on it we already have had. I would have liked to mention some of the items there, but the time certainly does not permit me to do so. What I mean to say is that the lowest Officer—I am using the word 'the lowest Officer' deliberately—who is concerned with costs and revenues is the General Manager of a Zonal Railway. And if we have to have a profit centre or a profitable enterprise, then it must be much smaller and much more flexible unit.

The second thing that I would like to suggest is that separation into lines of business organisations has become imperative to identify and isolate profitable services so that we know where we have to indemnify the Railways for the social obligations or the social services. I think the experience of the Japanese National Railway System may give you some idea of the painless method of restructuring in positive terms so far as this aspect is concerned.

Sir, as I have already said, I would like to reiterate that many passenger services could be made more profitable including the Bombay Suburban Railway, because this is used by employees of the private organisations and

[Shri Triloki Nath Chaturvedi]

so on. If the tailor-made trains are run, that would help. This is a matter of detail, which at the moment it is not possible for me to give, though I have made some study of this. Despite what happened in Bombay recently and if, I am not asking for the increase in the suburban railways, but the facilities must be extended and expanded.

The next point that I would like to suggest is that the public interest services, for example, for military or strategic reasons, if they are unremunerative, the public exchequer must meet them. The "BOOT" scheme would prove to be attractive when we try to attract the private investors. The hon. Railway Minister knows much more about this.

I would also like to submit that the high degree of political interference endangering both financial viability and productive efficiency in policy decisions must be avoided and those who are specifically entrusted with responsibility should be made accountable for this. This does not mean any detraction from parliamentary accountability and parliamentary surveillance. But you can have a sense of what is needed in this regard.

Lastly, before I conclude, I would like to raise a very controversial issue. A number of times it has been "Why don't you scrap the Railway Budget? This is a British historical legacy." The guarantees to the companies were given at one time. At the time of Independence, it was felt that the Railways were the biggest employer, the biggest undertaking and so on. I am not pleading for one might privatisation or for the private enterprise. The Petroleum Minister is not here. I think one of his corporations, the Indian Oil Corporation's outlay and expenditure are much bigger than that of the Railways. I think there are a number of pros and cons to be gone into. When we are having a deregulated economy, the pomp and show which goes with the Railway Budget may disappear. I think this is a matter which needs consideration of the Government and the House.

Mr. Vice-Chairman, I must thank you and the House for listening to my observations.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Thank you very much, Mr. Chaturvedi. Shri B. K. Hari Prasad.

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh): Are we closing the debate at 5 o'clock?

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): I do not know. It is for the House to decide. There are too many speakers. We will see at 5 o'clock. Mr. Prasad, you will conclude by 5 o'clock. Dr. Bapu Kaldate, you have to wait. You are the third speaker.

DR. BAPU KALDATE (Maharashtra) am in the Legislative queue.

SHRI B. K. HARIPRASAD (Karnataka): Mr. Vice-Chairman, Sir, as a customary exercise of balancing the income and expenditure of the Railways for the year 1995-96, the Budget has been presented by the Railway Minister. While presenting the Budget, the hon. Minister has taken all precautions not to touch the common man's pocket. But he has chosen to resort to certain across-the-board hikes like 10 per cent hike in the upper class fares and 7 per cent hike in the freight rates to mobilise about Rs. 750 crores for this year. On a dispassionate analysis one could guess that the Ministry has almost failed to mobilise the available resources within the Ministry. Now, they have tried to curtain useless expenditure at different stages. The Chairman of the Railway Board in his statement said that the hike in freight rates or the hike in upper class fares will have only 0.14 per cent effect on the inflation in terms of wholesale price index. I do not know from where he has come to this conclusion because our past experience shows that the prices of commodities go up by at least one-fifth of the hike in the freight charges. In this Budget there being a sharp increase of 7 per cent in freight rates, the financial experts have

got their own apprehension and said that there would be about 2 per cent increase in the inflation rate. I do not know how the Ministry is going to ease this pressure.

Sir, it has been reported that the unigauge policy is making good progress in the country. I do not know at whose cost and at what cost. It is a national policy which is benefiting some of the major States like Rajasthan, the North-Eastern States and some parts of Karnataka. I really congratulate the Minister on taking this decision, though after 45 years of our Independence. Sir, while taking this decision, all the other programmes are taking the back benches. Especially, as our senior Member was saying, the workload in the rolling stock is declining day by day. The Annual Report says that about 34,000 wagons are being scrapped in both the broad-gauge and the metregauge lines. And the production has gone down so much. "The Economic Times" of March 29, 1995 says that the Wagons Unit may close down as the Railways have failed to release orders. It is a question that concerns the employees who are working in the Integral Coach Factory at Perambur and the Rail Coach Factory at Kapurthala. About 1,50,000 workers, if I am correct, are involved in these units. The Railway Minister should come to the rescue of these units by placing orders on them.

It is an irony, as the hon. Member was saying, that road transport is gaining more ground compared to rail transport. It is true that the Railways have failed to cope with the huge demand of freight transport in the country. As you know, in the earlp 50s and 60s, rail transport used to carry about 70 per cent of the goods traffic of the country throughout the year. But, unfortunately, it has come down to 30 per cent now. I want to know the reasons for this. Is it because of the inefficiency of the Railways or is it because of some other thing?

We have been talking about liberalisation, economic reforms and privatisation of some of the routes in the Railways. I want to know how far the fruits of liberalisation and economic reforms have trickled down to the common man. Yesterday, an hon. Member, Shri Aas Mohammad, was referring to the state of some trains leaving Delhi for Bihar. He was referring to the problem of drinking water. I have an experience of mine. Last month, I was going to Patna by train. I could see the police resorting to lathi charge in unreserved compartments. We talk of giving facilities to people; we talk of all the poor people in this country. But if you see the composition of the rakes, out of 18 bogies, almost 14 bogies are confined to First Class A.C., Second Class A.C. and Second Class Reserved Sleeper Coaches and only one or two unreserved compartments spared for the poor class. The poor class cannot afford to pay even the reservation charges. I was myself a witness on the platform. People were dumped like cattle into bogies. Something has to be done in this regard. Whenever I go to the Railway Ministry, I see the picture of Mahatma Gandhiji alighting from a Third Class coach. Unfortunately, that coach has been abandoned now in this country. What is it that we are doing to this poor class? You have almost forgotten them.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Including the occupants of the coach.

SHRI DIPANKAR MUKHERJEE: It is Palace on Wheels now!

SHRI B. K. HARIPRASAD: I am coming to that. The Railways should not confine themselves to the Shatabdis, Superfasts and Rajdhanis which are, in turn, confined to the middle class, upper middle class and the rich class. Even the rich class may not like to travel by air because of some fear and they may like to travel by these Rajdhani and Superfast trains.

[SHRI B. K. HARIPRASAD]

What about the poor man? Something has to be done. It is true the Railway Ministry took cognizance of this and did something. The saying in English, 'so much to do, so little done', summarises the present state of affairs in the Indian Railways. The present proposed hikes in passenger and freight rates are just like penalities for the common man. Sir, the Railway Fares and Freights Committee has estimated that by 1993 the share of road transport has gone to 80 per cent in the case of passenger carriages and 50 per cent in the case of goods movement. Sir, I do not know what to say about this, whether I should say that the Railways are very efficient or inefficient and whether the average speed of passenger trains is static or slow. The average speed of goods trains, as you konw, is almost statics despite modernisation and replacement of steam locos with electirfication and diesel. Sir, railways is a symbol of national integration which is connecting different parts of the country, bringing the people of different parts closer. But, Sir,—if I am not correct, I am subject to correction—when the first track was laid in this country by the British way back in 1857, from Bombay to Thane, they started laying all the major tracks in this country. By 1905, they had completed almost all the major tracks in this country. Unfortunately in some States some of the major districts were left out, may be, because of geographical reasons or, may be, because of political reasons. Even to this date, some of the major districts are not being connected. Even to this date, some of the major Capital cities are not directly connected with New Delhi. Sir, when the Railway Minister was reading out the Railway Budget, I could see him being booed by some of the Members when the issue of Karnataka came. The Railway Minister may be from Karnataka, but I have got my own allegations against him. He was a leader with some status there. Now, of late because of the attack from different parts of the State, he has gone a bit backwards in improving the position of railways in Karnataka. One of the grave examples is that one of the century-old railway workshops the Hubli workshop, is on the verge of closure. The budgetary allocation which was meant for Hubli workshop was diverted to some other State, but there was nobody to shout because we do not believe in shouting....

DR. BAPU KALDATE: Sometimes.

SHRI B. K. HARIPRASAD: Because I have to learn from Maharashtra and Tamil Nadu, from the big brothers around like Maharashtrians, Keralites and Tamilians. We have got a very small amount as far as the railways are concerned. We have been sandwiched between these bigger States and some of the States..... (*Interruptions*)....

Bapu Kaldateji, it is not a question of laughing. It is only after 35 years of Independence that we got a direct train from New Delhi to Bangalore! It is a shame. Even that train was not confined to Karnataka alone. It was K. K. Express, Karnataka-Kerala Express. And that train was passing through Andra Pradesh—a majority of the route is in Andhra—and then Maharashtra and then coming to Delhi. It looked as if it was confined to Bangalore alone. And when Jaffer Sharieffji came he is not the only Minister from Karnataka he is the Seventh Railway Minister from Karnataka what had happened? Even with these stalwarts we were not able to come up to the expectation of the people of Karnataka.

SHRI DIPANKAR MUKHERJEE: Still you call them 'stalwarts'!

SHRI B K. HARIPRASAD: Yes, I have to call them 'stalwarts' because we do not get anything. Sir, I would conclude before 5 o'clock.

Sir, regarding one of the major routes between Bangalore and Mysore, approval was given for gauge conversion way back in 1965 or 1967. It took almost thirty years for the gauge conversion and our Railway Minister was as good as a railway guard who one fine morning came with a green flag and inaugurated the train after a lapse of 30 years! A great injustice is being done to Karnataka. And more than that, when Chaturvediji was speaking about Railways, he just confined his speech to the northern part of Karnataka and the north-eastern part of Karnataka. I do not know why he forgot the southern part of Karnataka. Karnataka is one of the fastest growing States. Bangalore is the biggest electronic city, and the second biggest electronic city is mysore, but still the Railway Minsitry has not thought of electrifying the route between Bangalore and Mysore.

The Vice-Chairman (Md. Salim) in the Chair.

Sir, because of the heavy traffic between Mysore and Bangalore after the socalled liberalisation and the economic reforms, a lot of electronic industries have come up in Bangalore and Mysore. I demand that there should be a double line between Bangalore and Mysore. (*Interruptions*). Electrification has already been demanded. So, this is the fate of Karnataka. Sir the Railway Minister is being wildly attacked. There are allegations that he is favouring Karnataka. It is a wild and motivated allegation against the Minister to prevent him from doing any work in Karnataka. It is happening like that. (*Interruptions*).

Sir, Pondicherry is not even a small Assembly segment of Karnataka...

SHRI V. NARAYANASAMY (Pondicherry): Sir, whether it is an Assembly segment or any other segment a State is a State.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Hariprasad, don't change your track so frequently.

SHRI V. NARAYANASAMY: They should not ignore even a small State. Even the North-East should not be ignored.

SHRI B. K. HARIPRASAD: Sir, Karnataka is one of the most neglected States. From Delhi to Patna we have seven to 10 trains. In the northern part of the country we have got five to six trains. As far as Karnataka is concerned, we have only one train daily. It is not possible for the common man to get his ticket reserved in that train. Sir, we have to spend all the time in Delhi in getting our tickets confirmed instead of doing any Parliamentary work. It is very unfortunate. We should get a minimum of two or three trains daily from Delhi to Bangalore.

THE VICE-CHAIRMAN (SHRI MD. SALIM): You want two or three trains daily.

SHRI H. HANUMANTHAPPA (Karnataka): Sir, most of the passengers who get into that train go to Bhopal, Nagpur, Indore, and Mathura. All the passengers do not go to Bangalore. That is why the people from Bangalore do not get seats.

SHRI B. K. HARIPRASAD: This train does not serve the people of Karnataka alone. This train starts from Gwalior and goes up to Bangalore. People from Bangalore are there. It does not matter. Sir, we need a train which can really help the people

(Shri B. K. Hariprasad)

of Karnataka to reach Delhi and take them back to Karnataka.

Sir, Bangalore is the fastest growing city in the country, and the influx of people and new industries is the highest. To cope with the existing transport system, the State Government has set up the Mass Rapid Transit Ltd. to undertake the light rail track project in Bangalore. This Mass Rapid Transit Ltd. has sought the approval of the Ministry of Railways for building stations, stabling bays and maintenance wings. But the file is gathering dust in the Railway Ministry for the past several years. I request the Railway Minister to give his approval as early as possible

Sir, another important district which is attracting a huge investment is South Canara where we are having power and petrochemical projects and Rs. 5000 crores are going to be invested here. I request the hon. Minister to link Arsikera with Mangalore so that transport could become easier in this region.

Then another major district from the point of defence establishment is North Canara where the Defence Ministry has established one of the major Naval Bases at Karwar known as 'Sea Bird'. The link between Hubli and Karwar is pending for a long time. This link should be taken up with immediate effect.

Sir, another important link that is being left out is the link between Gulbarga and Bidar. This is pending for the last so many years. If the Railway Minister or the Ministry really wants to do some justice to Karnataka, then this link should be taken up immediately. With these words I conclude and I thank the Vice-Chairman for giving me the time to speak.

श्री संघ प्रिय गौतम : (उत्तर प्रदेश) : उपसभाध्यक्ष जी, पांच बज गए हैं। विषय तो यह लम्बा चलेगा। इसलिए कल देर तक बैठ सकते हैं ... (व्यवधान) ...

THE MINISTER OF STATE FOR PARLIAMENTARY AFFAIRS (SHRIMATI MARGARET ALVA): Sir, in the BAC माथुर साहब भी थे, सब बी० ए० सी० में बैठे थे..

Please let me say something. The BAC had decided that the House would sit till 6.0, clock... *(Interruptions)* आप बैठिये।) listen. Can I finish what I am saying? It was also agreed that Call Attention, once a week, would be admitted and would be completed by 1.30 so that the Government business can start after lunch. Today, the Call Attention was carried on because many Members wanted to speak. The Chair permitted it to go on till 3.30. Therefore, another hour was lost as far as the Railway Budget was concerned. Yesterday also, because it was the Private Members day we could not sit till six. All I am saying is that there are many Members who want to speak on the Railway Budget. We will ultimately have to guillotine it tomorrow evening because the discussion has to end tomorrow. The day after it is again the Private Members day. If some Members want to go, we have no objections. If other Members want to speak and the prepared to sit, I would request you to permit them. The Members who want to speak today should be allowed to speak and go on record. The leaders of all parties had agreed to sit up to 6 o' clock in the BAC. I would request the House to cooperate . Those who really cannot sit, can go. We are not saying that everybody has to sit. But do not deny the Members who are prepared to speak, a chance to participate in the Railway Budget discussion. Everybody wants to speak.

श्री संघ प्रिय गौतम : उपसभाध्यक्ष जी, मैं मंत्री महोदया की भावना को कद्र करता हूं । हम भी इस विषय को पूरा करना चाहते हैं। लेकिन बिजिनेस एडवाइजरी कमेटी का फैसला अगर पहले पढ़कर सुना देते तो मानसिकता हम वैसी बना लेते । अब हमारी मानसिकता उस तरह की नहीं बन पाई है। कल हम ज्यादा देर तक बैठ लेंगे . . . (**व्यवधान**) इसलिए इस हाउस को एडजर्न कर दीजिए ।

SHRIMATI MARGARET ALVA: You have to respect the opinion of your party leaders. You cannot say one thing in the BAC and another thing in the House. There should be some system..(*Interruptions*)....

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : आप इस समय झगड़ा नहीं कर सकते हैं । हमें सदन का मत लेना पड़ेगा ।

श्री जगदीश प्रसाद माथुर : क्या आज कंक्लूड करना चाहती हैं ये बहस ?

THE VICE-CHAIRMAN (SHRI MD. SALIM): There is no question of finishing this today. It will be finished tomorrow.

श्री जगदीश प्रसाद माथुर : यदि यह संभव हो . . . (**व्यवधान**)

कई माननीय सदस्य : कल तैयार होकर आ जाएंगे . . . (**व्यवधान**)

श्रीमती मारग्रेट आल्वा : नहीं, जो तैयार है उनको बोलने दीजिए। जो तैयार नहीं है तो हम किसी को रोक नहीं रहे हैं । If three or four Members have something to do, let them leave. Nobody is stopping them. Let the other Members speak.

श्री दीपांकर मुखर्जी : कल सुनने के लिए तैयार होकर आएंगे ।

श्री संघ प्रिय गौतम : कोई सुनने वाला नहीं है :

श्रीमती मारग्रेट आल्वा : कोई बात नहीं हम सुनेंगे ।

श्री शंकर दयाल सिंह (बिहार) : बोलने वाले अब तैयार हैं तो सुनने वालों को भी तैयार होना चाहिए . . . (**व्यवधान**)

श्रीमती मारग्रेट आल्वा : बहुत से लोग हैं सुनने वाले ।

श्री शंकर दयाल सिंह : मेरी बात सुन लीजिए । देखिए मैंने कोई आब्जेक्शन रेज नहीं किया है लेकिन उपसभाध्यक्ष जी, आपको स्मरण होगा कि इस सदन में यह तय हुआ था कि जब भी किसी तरह के महत्वपूर्ण विषय पर चर्चा होगी तो कोई कैबिनेट स्तर का मंत्री जरूर रहेगा बार-बार मैं इस बात को कहता हूं पुनः इस सदन में उठाता हूं कि सदन की गरिमा इससे समाप्त होती है। मैं फिर एक बार, पुनः एक बार संसदीय कार्य मंत्री जी से यह अनुरोध करना चाहूंगा कि आप अगर सदन को चलाना चाहती हैं तो हम लोग आपको कोआपरेट करने के लिए तैयार हैं लेकिन कम से कम आपका इतना बड़ा कैबिनेट है, इतने अधिक लोग इस सदन के भी कैबिनेट के सदस्य हैं, किसी न किसी कैबिनेट स्तर के मंत्री को यहां रहना चाहिए । अगर नहीं रहते हैं तो इसका मतलब है कि सरकार जरा भी इसके प्रति न तो ध्यान देने के लिए तैयार है न तो गम्भीर है । मैं चाहता हूं कि पहले इस पर निर्णय ले लिया जाए . . . (**व्यवधान**)

श्री राघवजी : यह राज्य सभा की गरिमा का सवाल है।

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : हम आपकी भावना की कद्र करते हैं . . . (**व्यवधान**) वे चेयर से परमिशन लेकर गए हैं, रेल मंत्री जी । उस सदन में भी चर्चा चल रही है . . .

श्री शंकर दयाल सिंह : मेरी बात सुन लीजिए . .

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : आप बैठिए, मैं आपकी बात समझ गया हूं। आप जो कह रहे हैं, सही है, किसी न किसी कैबिनेट मंत्री को रहना चाहिए। यह डिसिजन भी चयर से हो गया था। इस बारे में मुझे नहीं है ... (**व्यवधान**)

श्री शंकर दयाल सिंह : मैं यह बात न करके, मैं कह रहा हूं कि कैबिनेट स्तर के किसी मंत्री को रहने के लिए ... (**व्यवधान**)

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : किसी न किसी कैबिनेट मंत्री का मतलब वही होता है ... (**व्यवधान**)

श्री संघ प्रिय गौतम : यह हफ्ते में दूसरी बार हो रहा है ... (**व्यवधान**)

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : देखिए, मंत्री जी का कहना... (**व्यवधान**) शंकर दयाल जी आप इस तरह से नहीं कर सकते ... (**व्यवधान**) सैंस देने का मतलब यह नहीं है कि आप सब एक साथ बात करना शुरु कर दें... (**व्यवधान**) बिजनैस एडवाइजरी कमेटी की मीटिंग हुई। हमारी यह परंपरा रही है कि दूसरे सप्ताह में हम बाद में भी बैठ सकते हैं, अगर जरूरत पड़े और हाउस का सैंस है। इसलिए हमें हाउस का सैंस लेना पड़ेगा। मंत्री जी ने अपनी दरख्वास्त आपके सामने रखी है।.... (**व्यवधान**)

SHRI GURUDAS DAS GUPTA: Mr. Vice-Chairman, I endorse the plea that we should extend the Session Let them extend it. If you don't extend it, some other non-official business will get obstructed. Let us extend it.

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : गुरुदास दास गुप्त जी, आई एग्री। मंत्री जी ने यह कहा कि बहुत से सदस्य जो तैयार हैं वे बोलना चाहते हैं तो वे बोलें और जो सदस्य अभी हैं लेकिन वे बोलना नहीं चाहते हैं तो यू कांट फोर्स देम, क्योंकि कल तक हमारी इस पर बहस चलेगी... (**व्यवधान**)

SHRI GURUDAS DAS GUPTA: Some Members are willing to speak. Let them speak.

SHRI MARGARET ALVA: Those who are willing to speak should be allowed to speak.

एक माननीय सदस्य : 6 बजे तक सदन चलाया जाए, हम तैयार हैं ... (**व्यवधान**)

श्री शंकर दयाल सिंह : हमारा केवल यह कहना था... (**व्यवधान**)

श्रीमती मारग्रेट आल्वा : कैबिनेट मिनिस्टर आ रहे हैं, एक मिनट दे दीजिए, अब आ रहे हैं। यहीं पर चाय पीने गए हैं। बुला देंगे ... (**व्यवधान**) एक मिनट दे दीजिए नाराज मत हो जाइये... (**व्यवधान**)

श्री शंकर दयाल सिंह : देखिए, मैं कह रहा हूं कि हम लोग तैयार हैं और यह भी तैयार हैं कि रेल मंत्री दूसरे सदन में फंसे हैं उनको रहने देंगे और कोई कैबिनेट स्तर का मंत्री यहां रहना चाहिए, यह सदन की गरिमा का सवाल है।... (**व्यवधान**)

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : किसी न किसी कैबिनेट मंत्री को ले आयेंगे।

श्री जगदीश प्रसाद माथुर : मेरी बात भी सुन लीजिए। आप जो कह रहे हैं वह बिल्कुल ठीक है। अगर सदन में लोग बैठना चाहते हैं, भैंने, हम उसको आब्जेक्शन नहीं कर सकते यह बात भी सच है कि बिजनेस एडवाइजरी कमेटी का मामला यह रहा है कि 6.00 बजे तक बैठना चाहिए, लेकिन अगर छः बजे तक न बैठ करके कल काम खत्म हो सकता है तो कर लें। आप हाउस की सेंस ले लीजिए। अब तो मैडम चली गई उनको क्या कहूं?

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : वह कैबिनेट मंत्री को ले आने गई हैं।

श्री जगदीश प्रसाद माथुर : मैं कह रहा था कि उन्हीं को कैबिनेट मिनिस्टर क्यों नहीं बना देते?

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : वह प्रधान मंत्री से कहिए, सदन को यह अधिकार नहीं है ...**(व्यवधान)**

श्री जगदीश प्रसाद माथुर : वैसे यह कैबिनेट मंत्री की उपस्थिति का प्रश्न भी अनेकों बार गंभीरता से उठाया गया है । .... **(व्यवधान)** अब अगर कैबिनेट मिनिस्टर नहीं आते हैं तो इसी ग्राउंड पर हाउस एडजर्न कर दीजिए ।

उपसभाध्यक्ष (श्री मोहम्मद सलीम) . मंत्री जी गई हैं । वह अगर ले आती है तो ठीक है . .**(व्यवधान)**

श्री शंकर दयाल सिंह : नहीं-नहीं यहां 4–4 मंत्री बैठे हैं, इनको कैबिनेट का दर्जा दिया जाए हम तो यह भी कह रहे हैं, और मौलाना साहब हमारे बराबर बैठने वाले इनको भी वहां बैठाया जाए, सहयोग करने वाले हैं । ...**(व्यवधान)**

THE VICE-CHAIRMAN (SHRI MD. SALIM): Shri Virendra Kataria—not present. Shri John F. Fernandes—not present. The House is adjourned till 11.00 a.m. tomorrow.

The House then adjourned at eight minutes past five of the clock till eleven of the clock on Thursday, the 4th May, 1995.